

MAPS 1-8

15 16 17 18 19

12

11

10

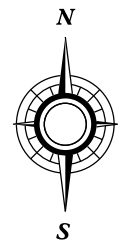
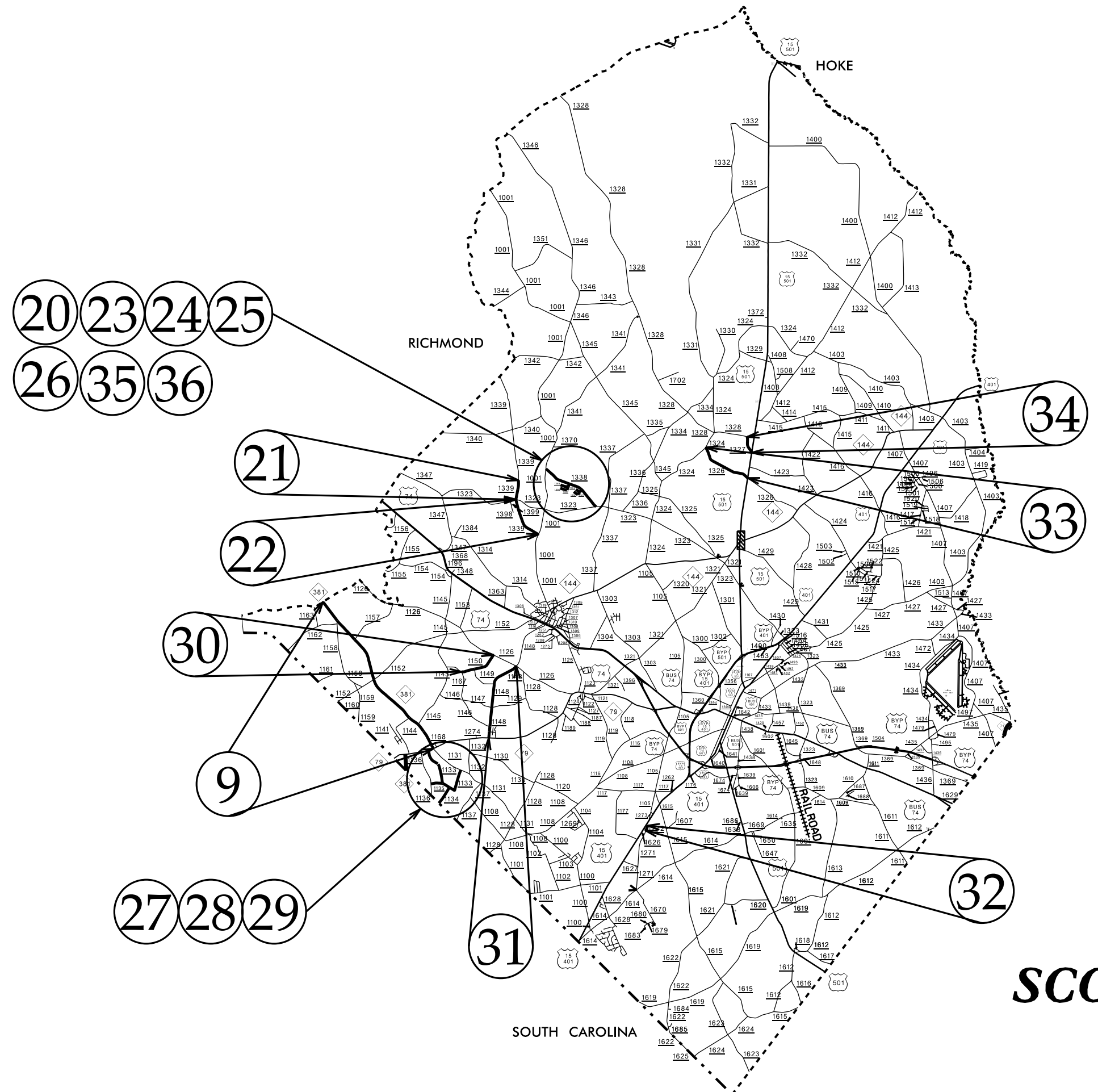
14

13



# HOKE COUNTY

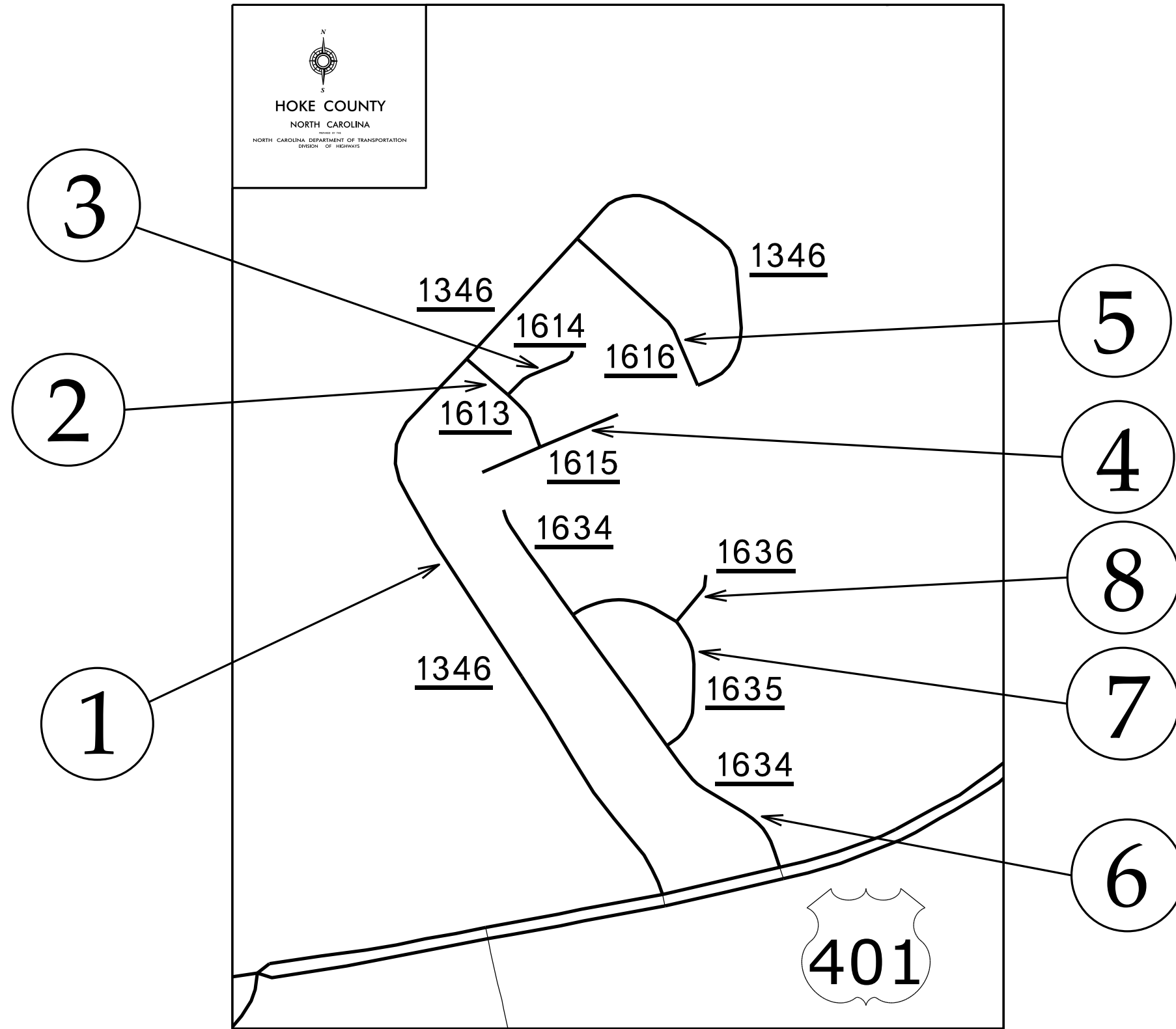
WBS ELEMENT	SHEET NO.
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2023CPT.08.03.10832	
2023CPT.08.03.20472	
2023CPT.08.03.20832	



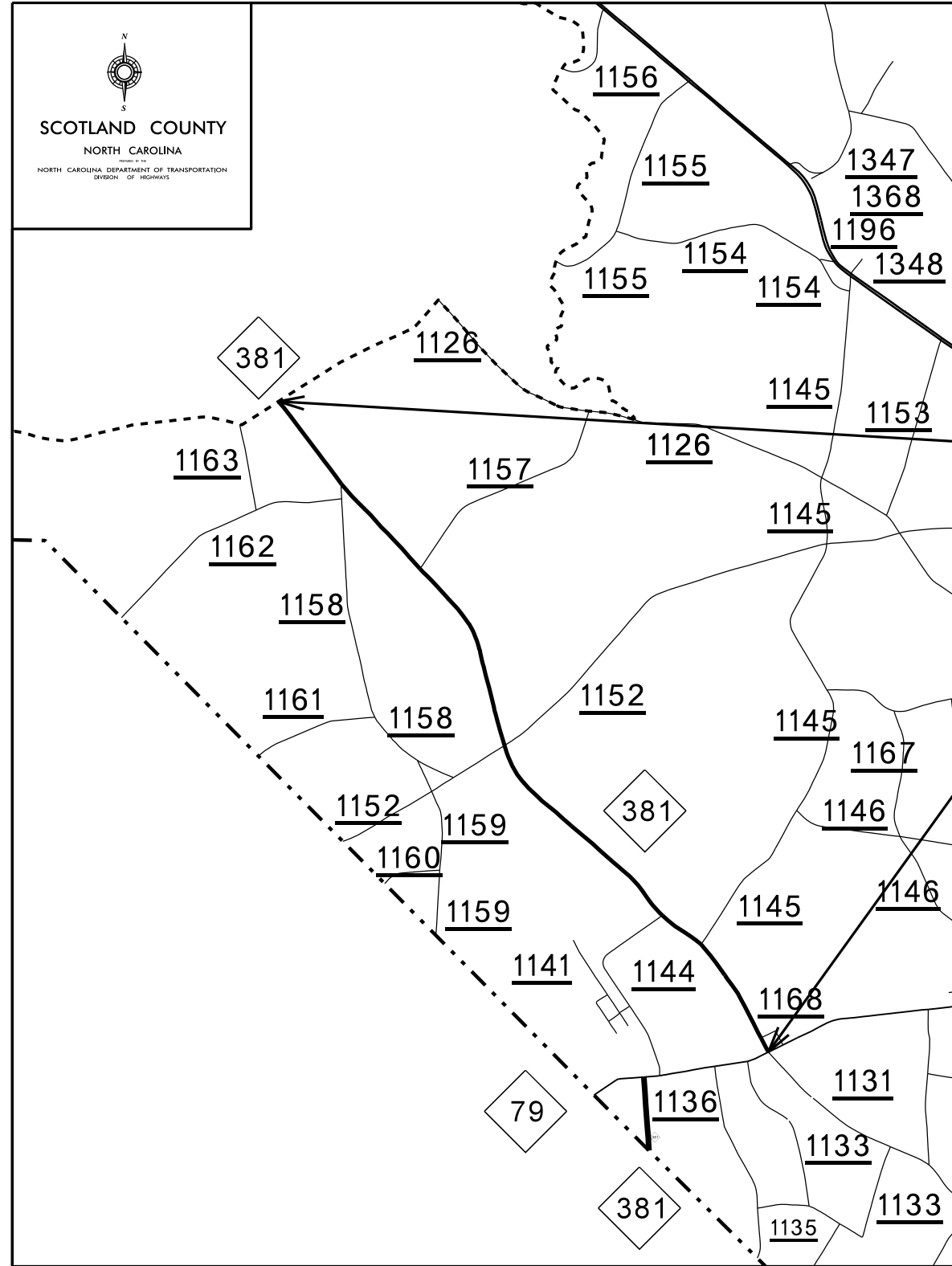
# SCOTLAND COUNTY

0224\_08\_2022 11:38 AM 0224\_08\_2022 11:38 AM 0224\_08\_2022 11:38 AM 0224\_08\_2022 11:38 AM 0224\_08\_2022 11:38 AM 0224\_08\_2022 11:38 AM  
C:\Users\l... OneDrive\Work\2022-2023\GIS\Map\_Scotland\_AST\_Maps\_Typ.dgn

# Maps 1-8

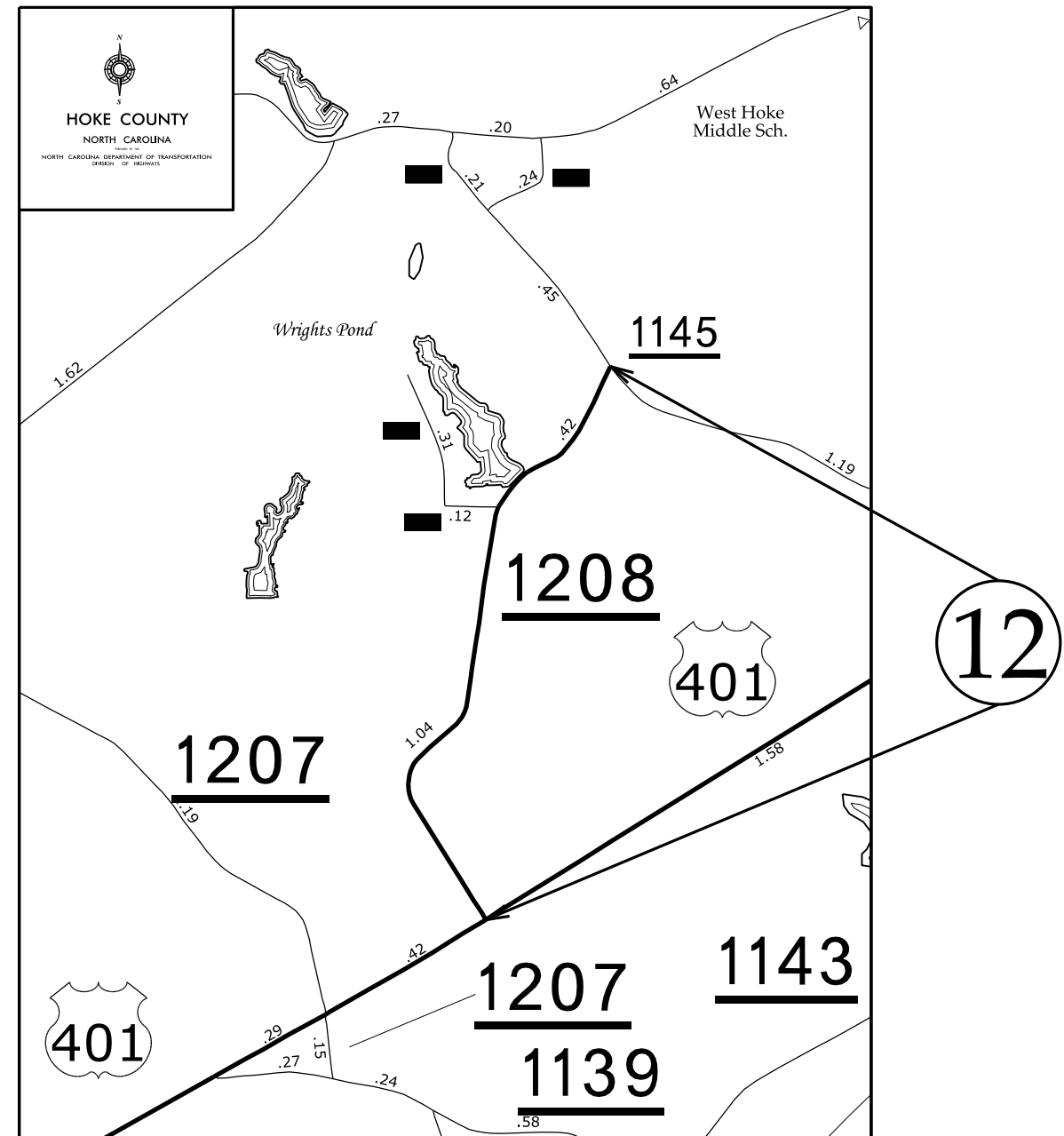
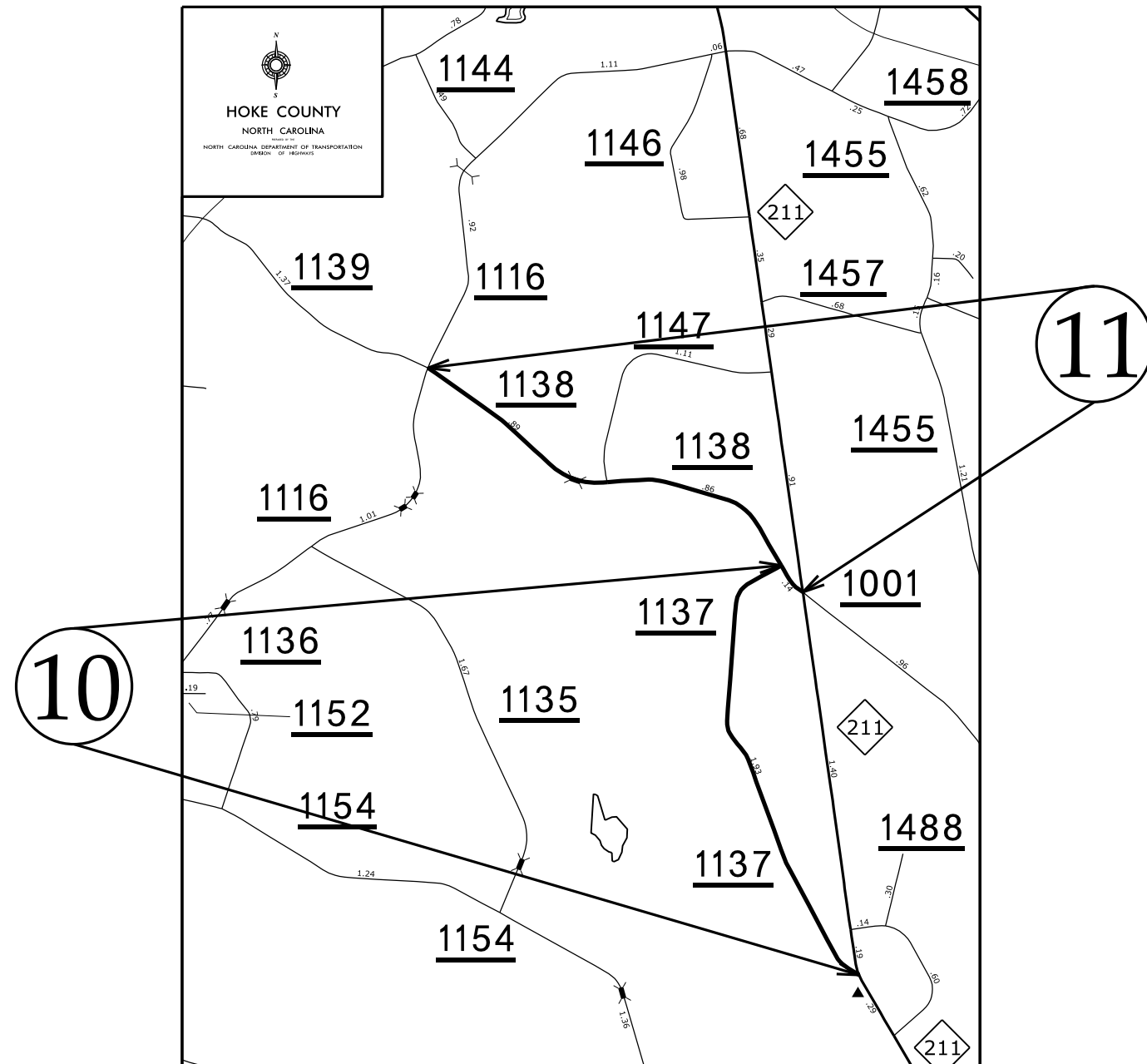


# Map 9

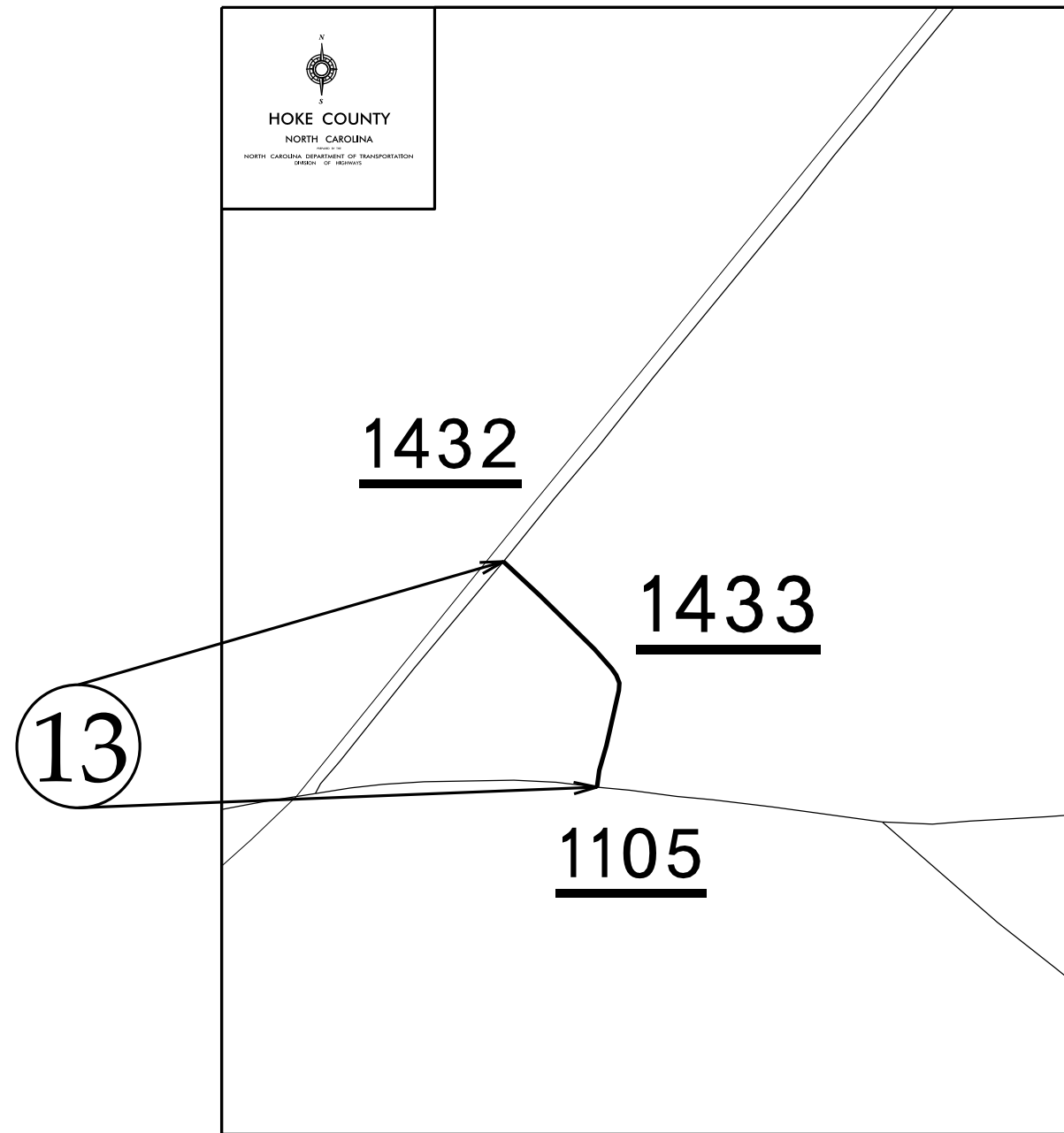


# Maps 10 and 11

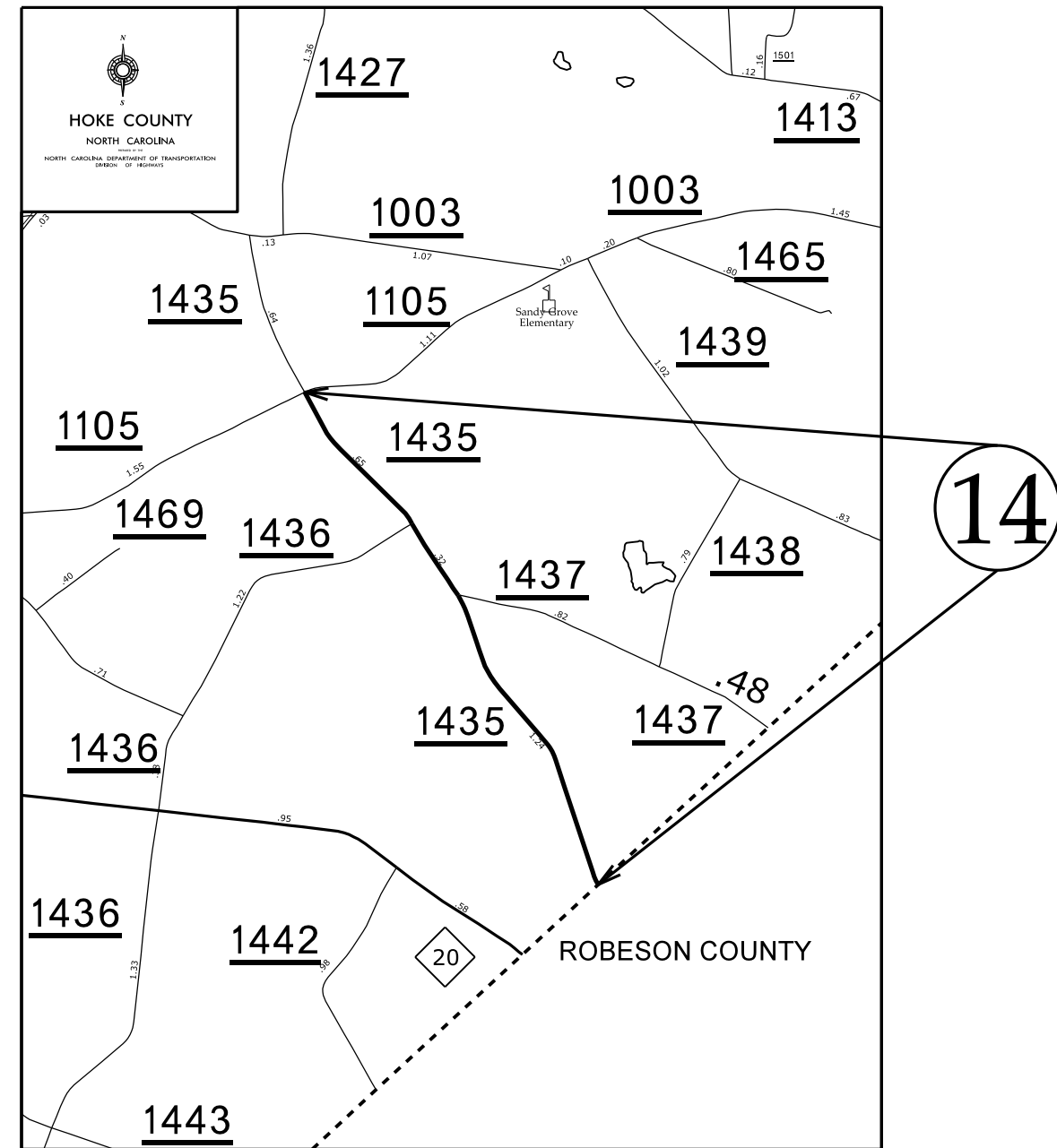
# Map 12



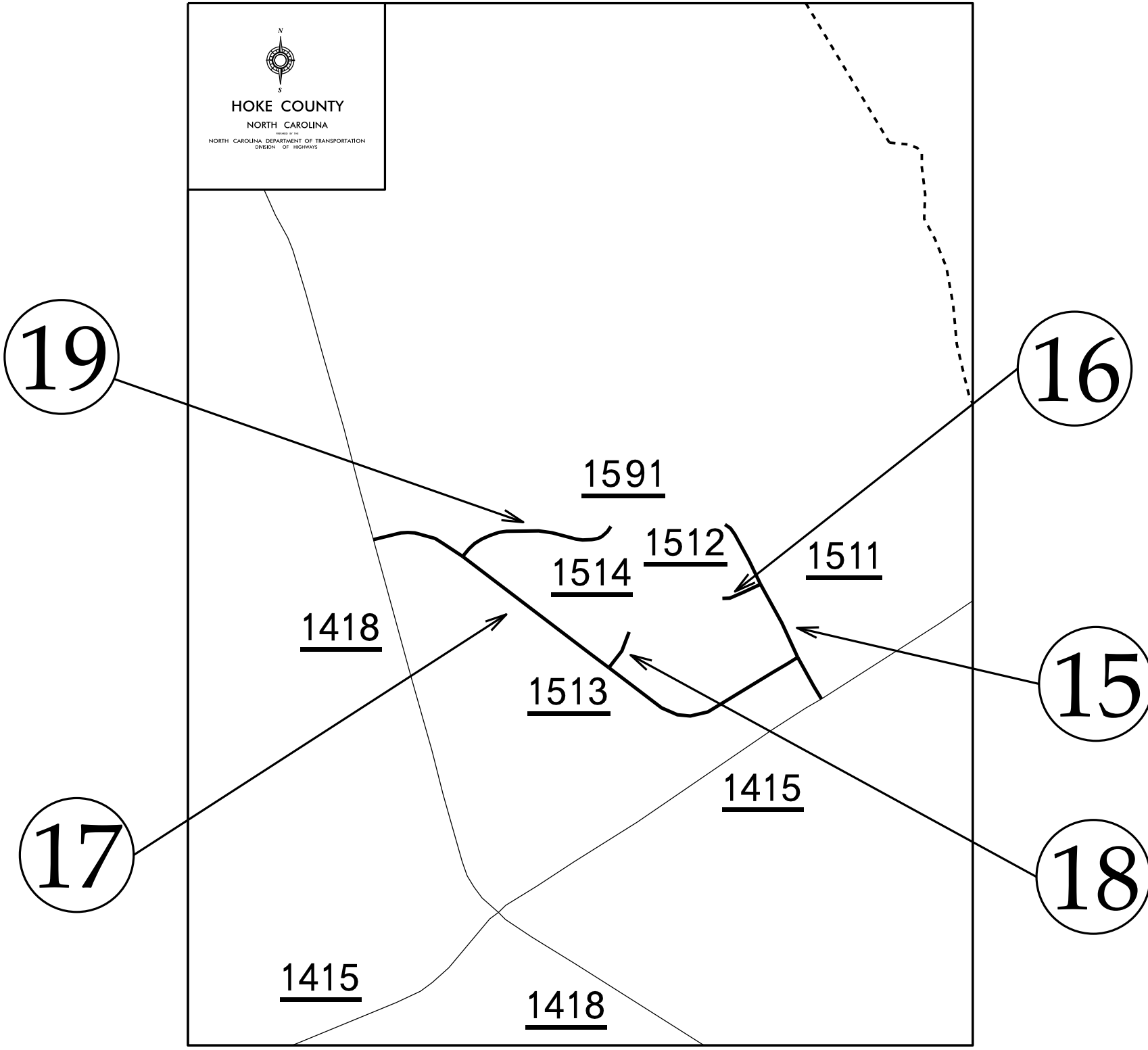
# Map 13



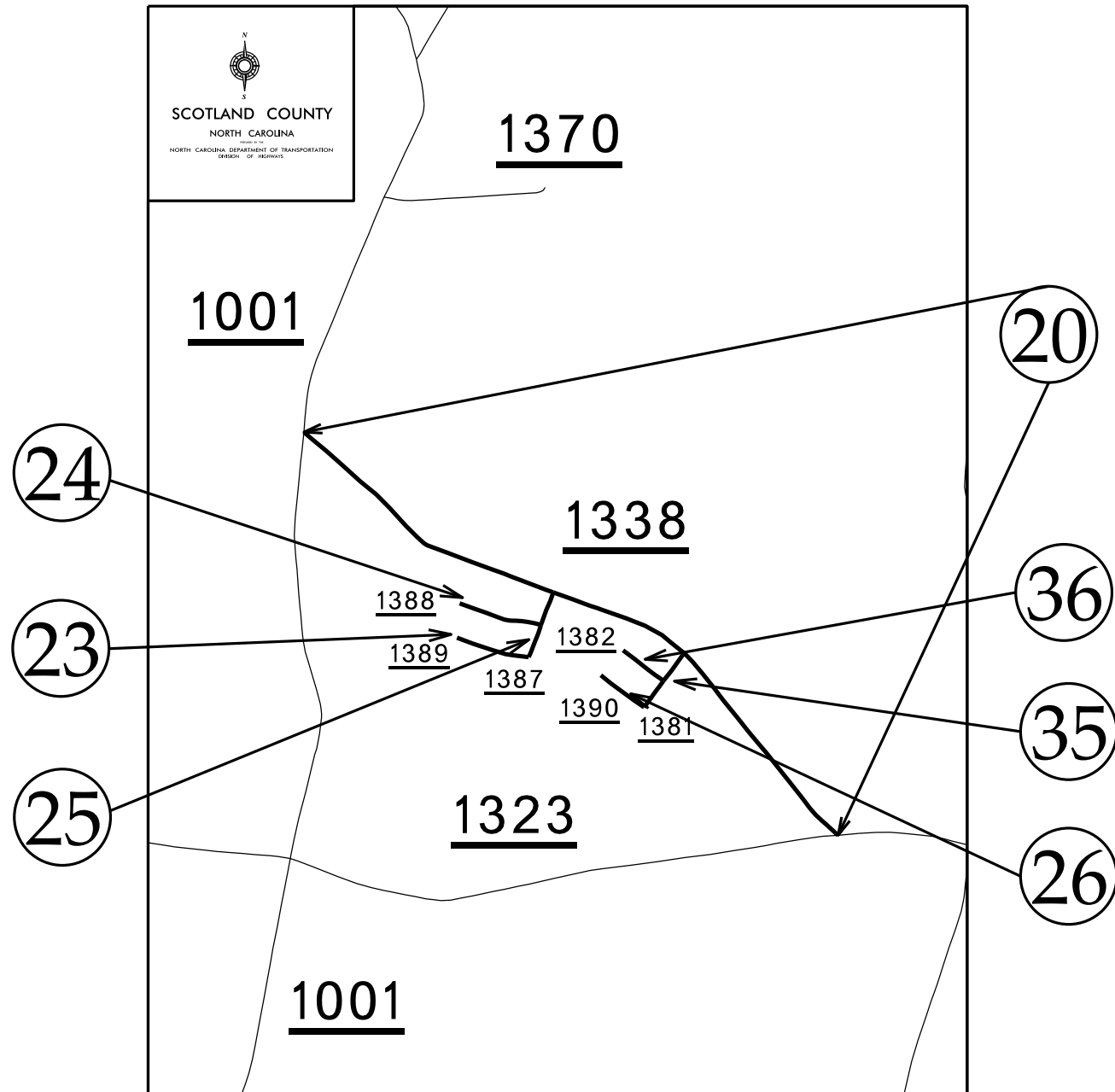
# Map 14



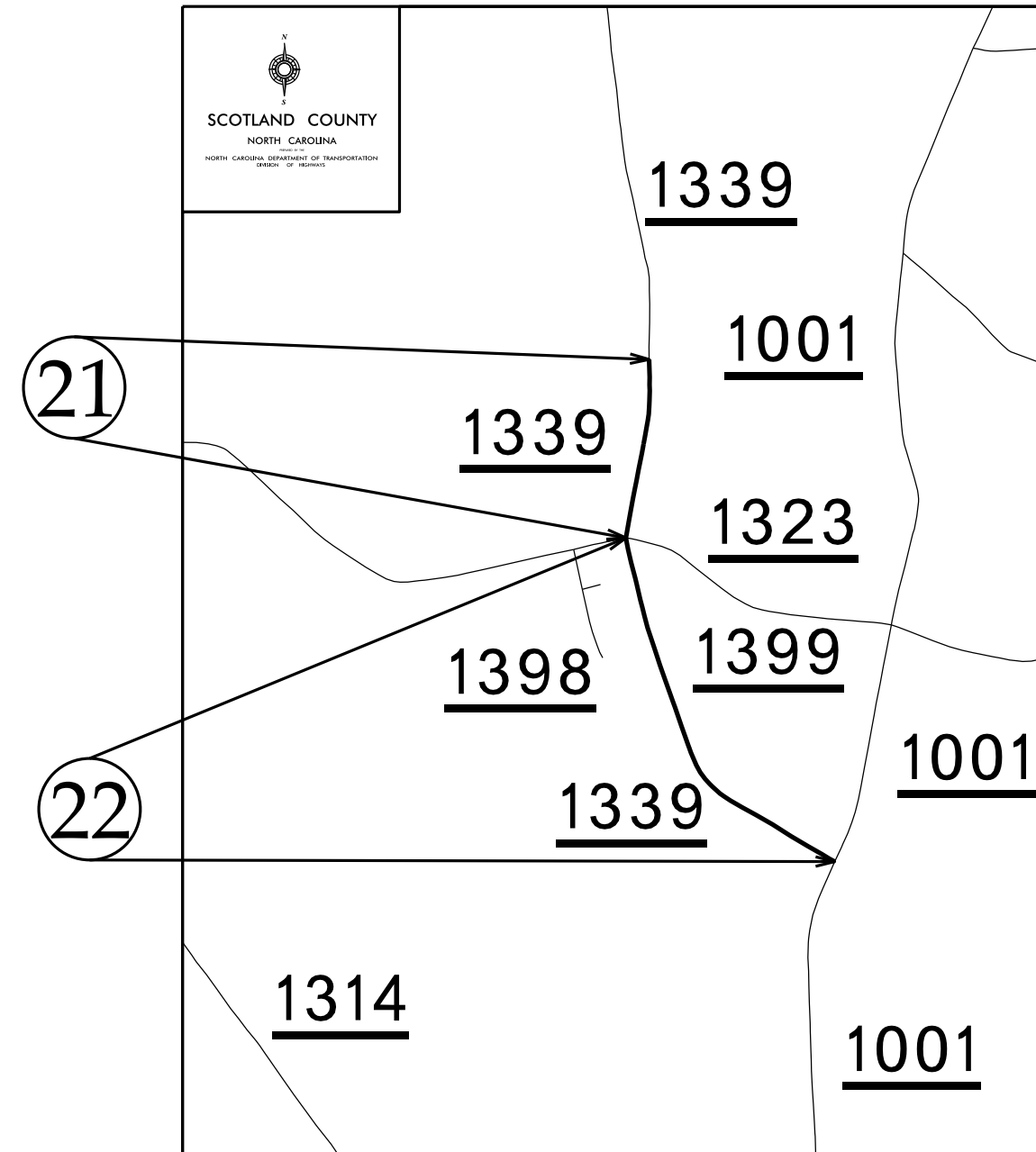
# Maps 15-19



## Maps 20,23,24,25,26,35,36

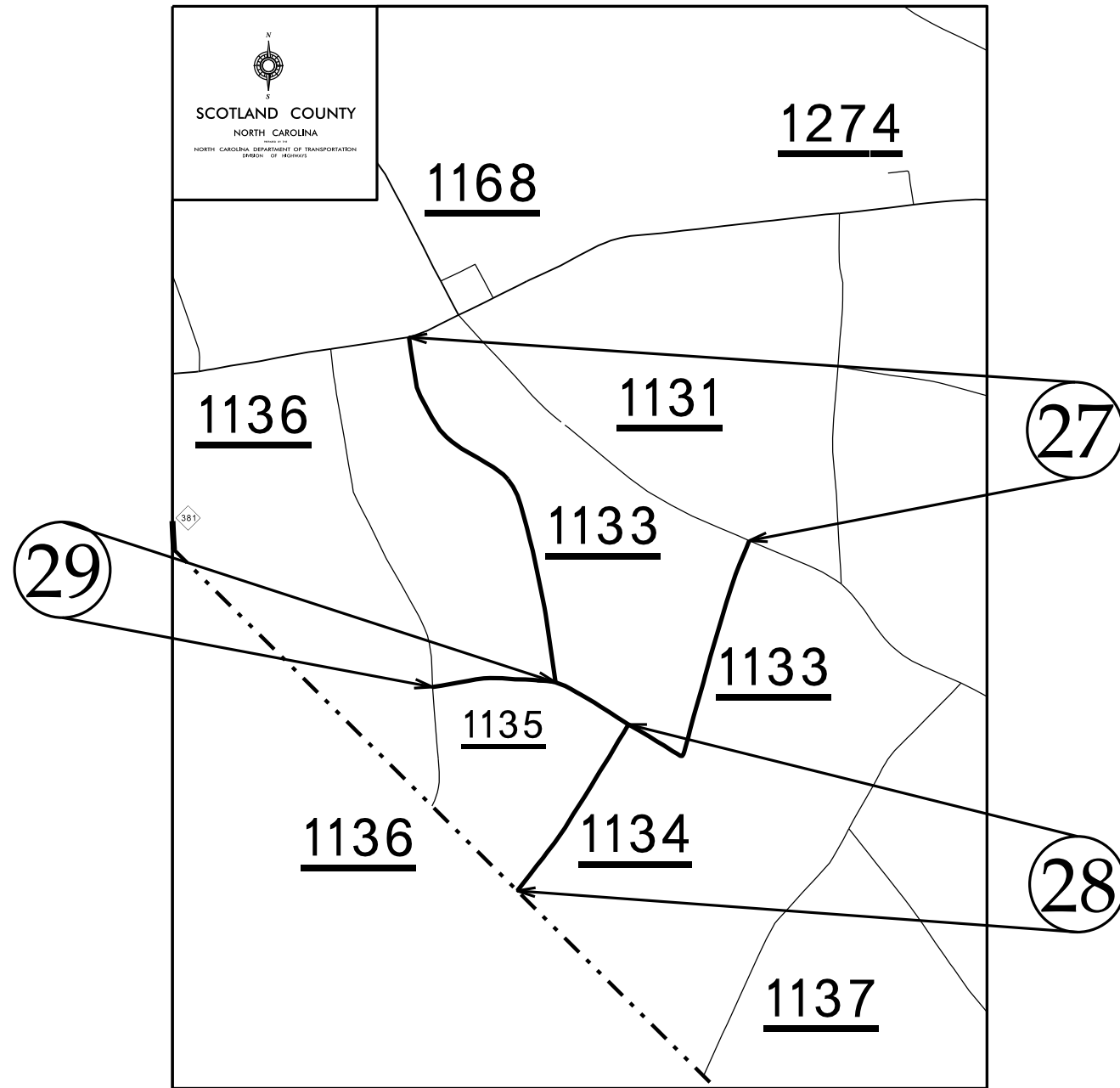


## Maps 21 and 22

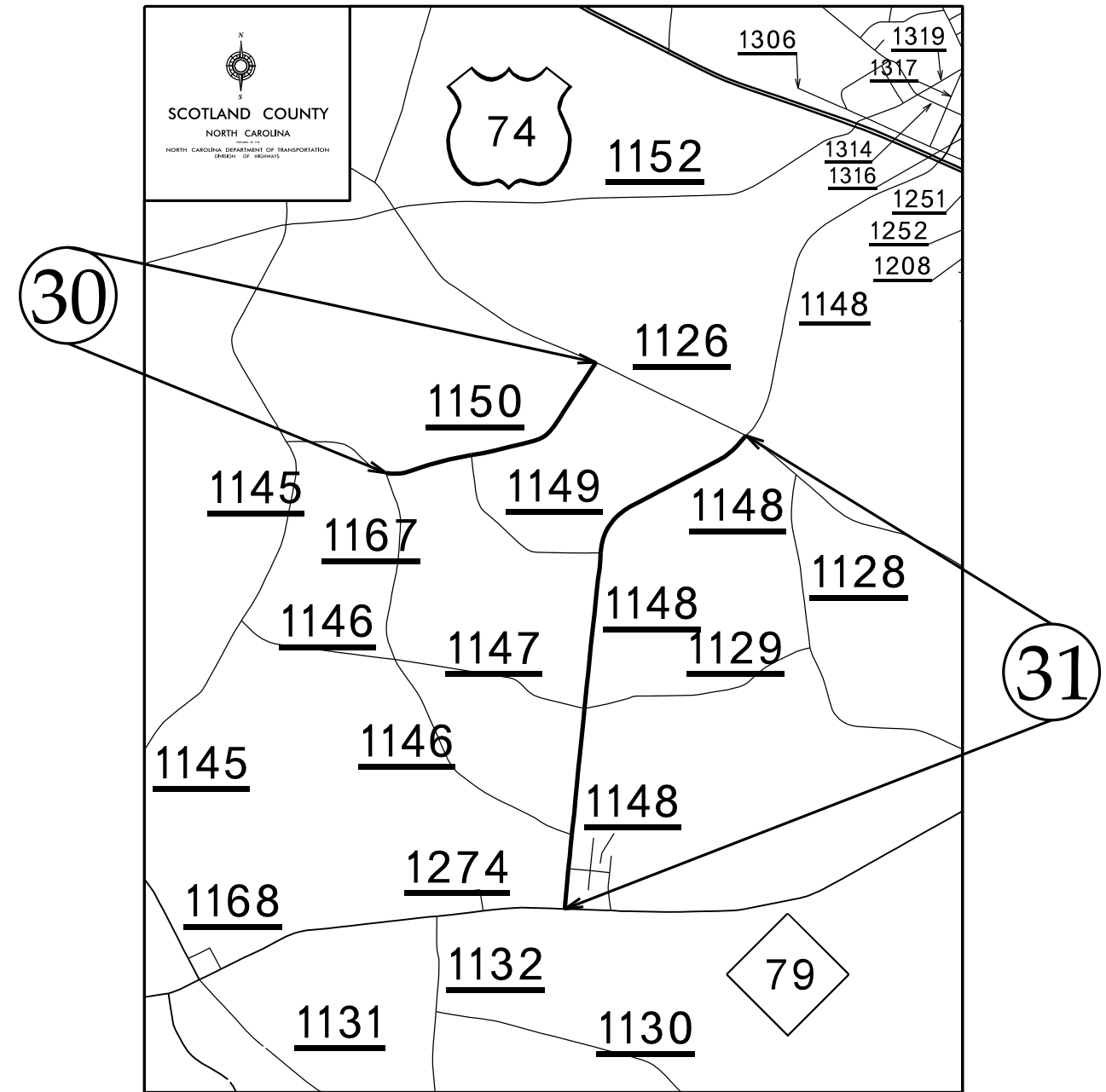




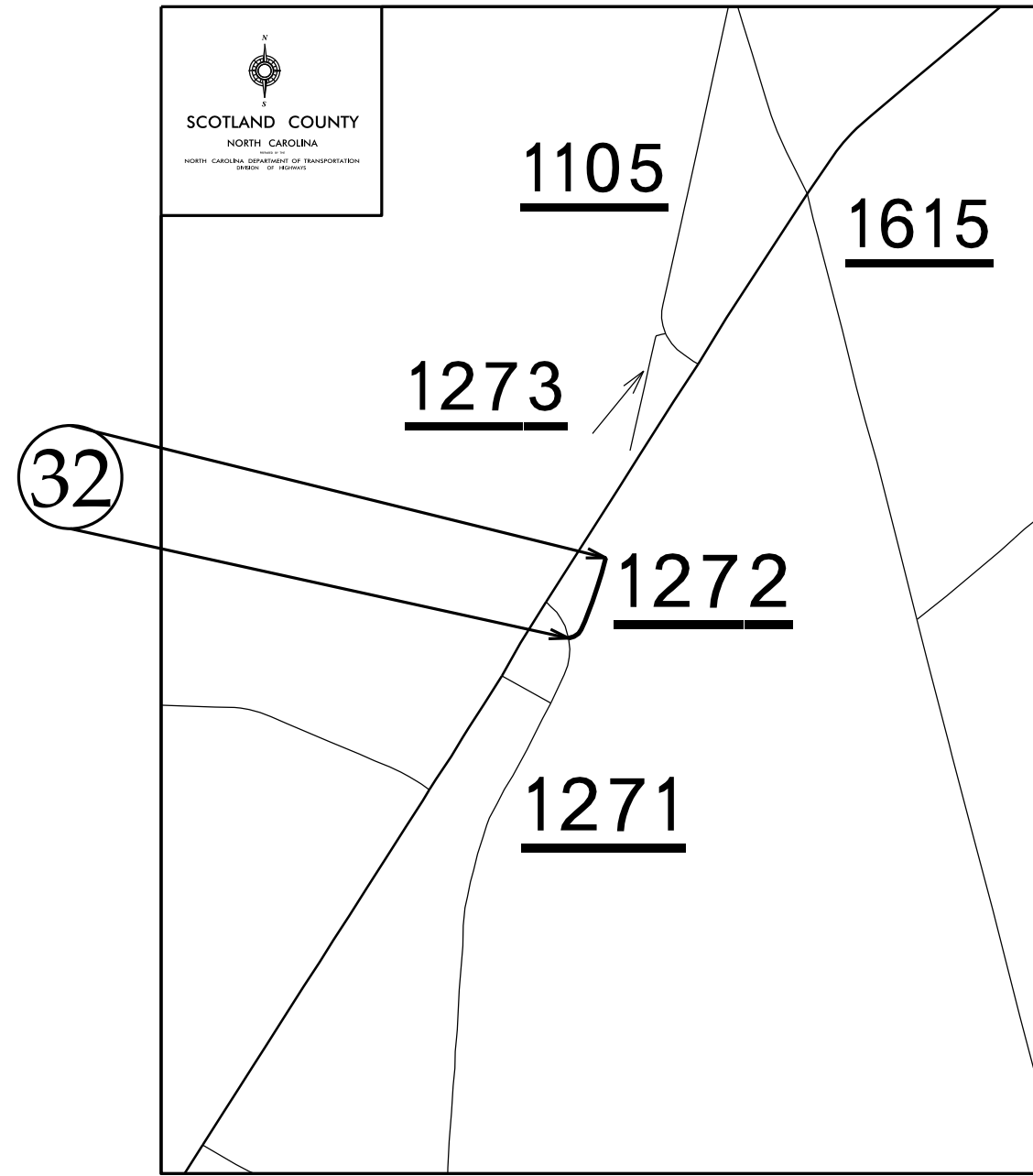
## Maps 27,28,29



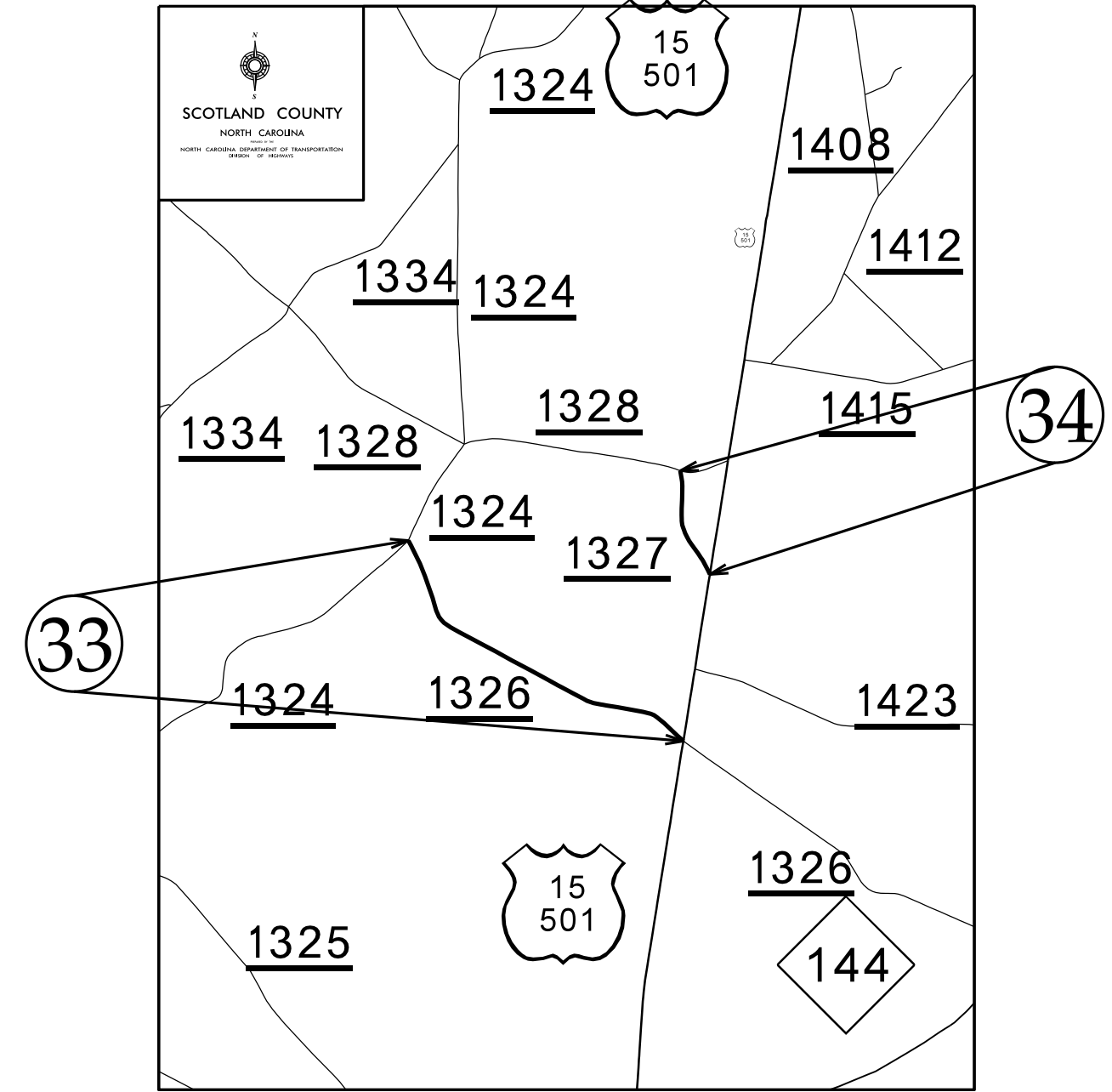
## Maps 30 and 31

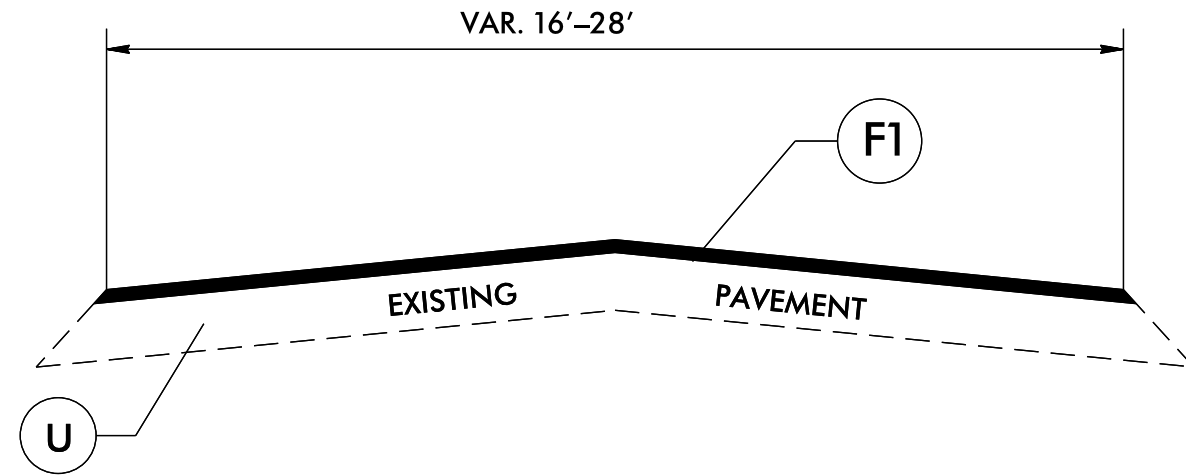


## Map 32



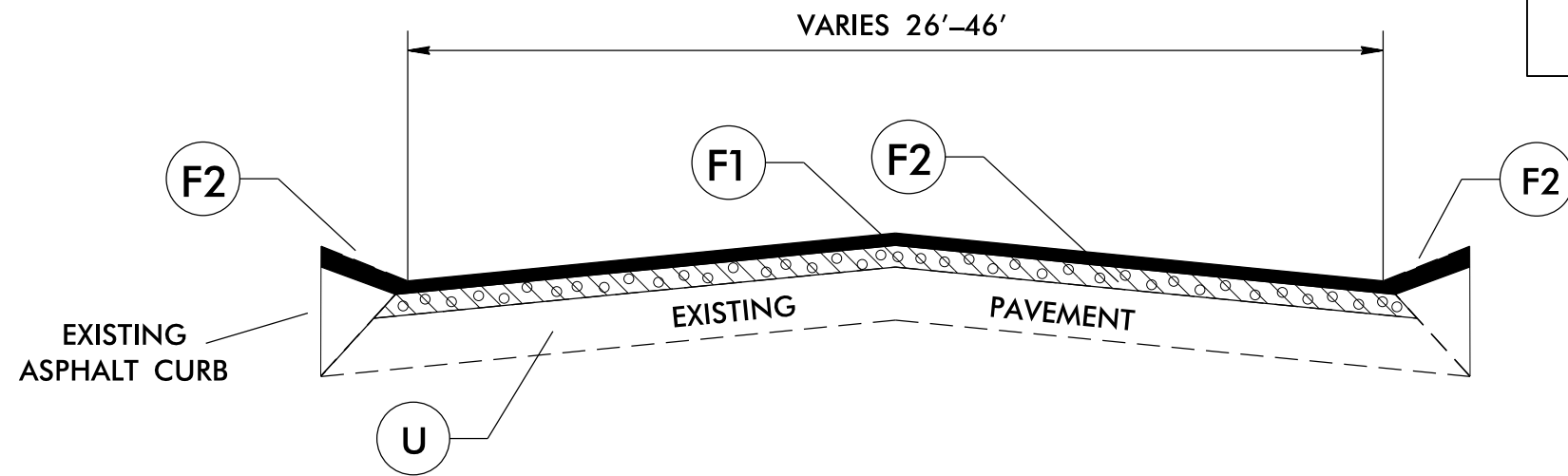
## Maps 33 and 34





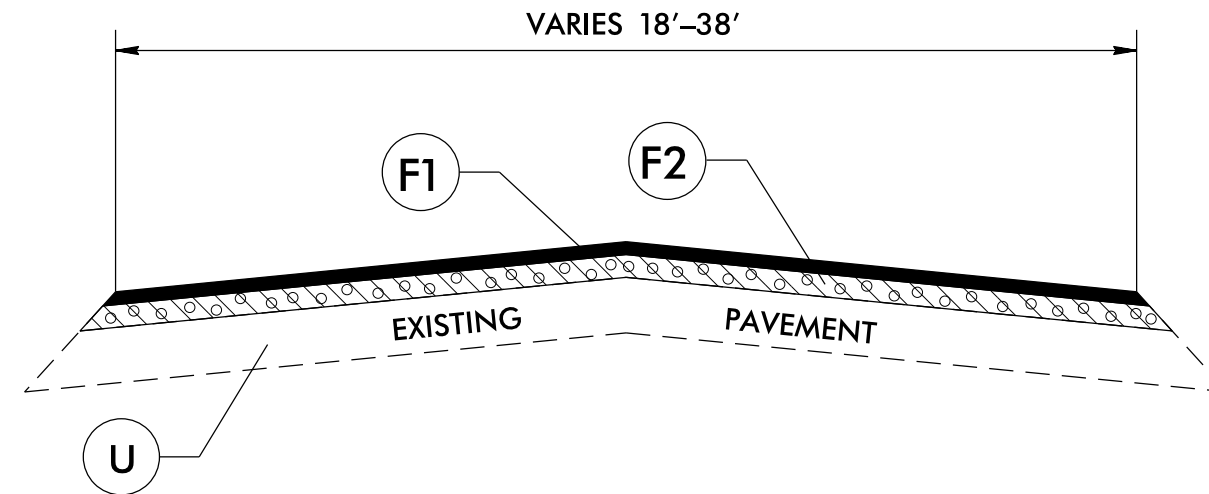
## TYPICAL SECTION NO. 1

PAVEMENT SCHEDULE	
F1	PROP. ASPHALT SURFACE TREATMENT DOUBLE SEAL
F2	PROP. ASPHALT SURFACE TREATMENT FOG SEAL
U	EXISTING PAVEMENT



## TYPICAL SECTION NO. 2

NOTE: EXCLUDE ASPHALT CURB FOR DOUBLE SEAL



## ***TYPICAL SECTION NO. 3***

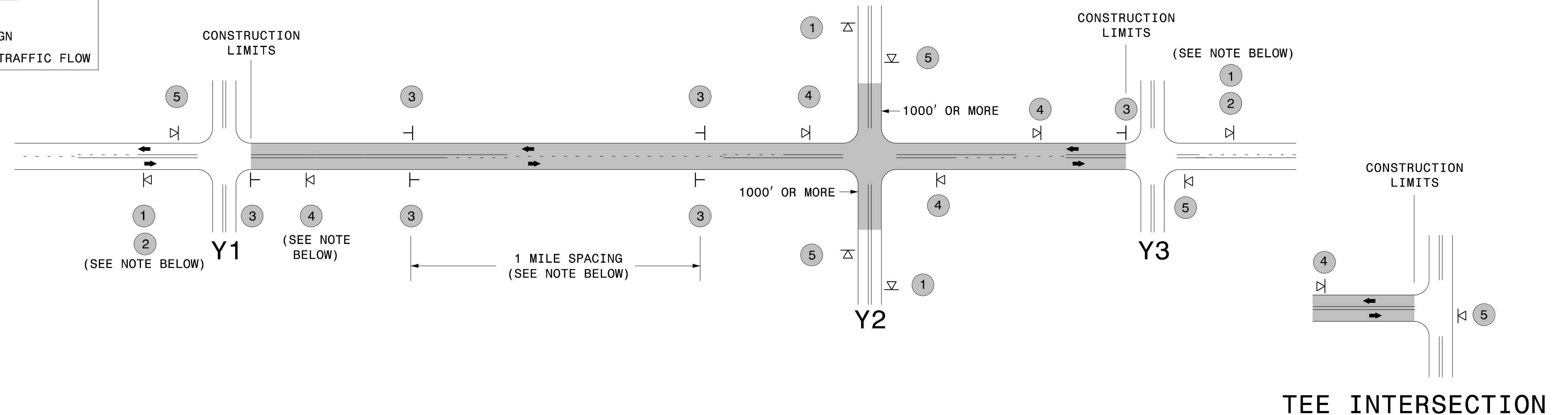
<b>PAVEMENT SCHEDULE</b>	
F1	PROP. ASPHALT SURFACE TREATMENT DOUBLE SEAL
F2	PROP. ASPHALT SURFACE TREATMENT FOG SEAL
U	EXISTING PAVEMENT





# SIGNING FOR ASPHALT SURFACE TREATMENT

LEGEND	
	PORTABLE SIGN
	STATIONARY SIGN
	DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		<ul style="list-style-type: none"> <li>- PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</li> </ul>	<p>STATIONARY SIGNING NOT REQUIRED FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>PLACED 500' IN ADVANCE OF FLAGGER.</p> </div> <div style="text-align: center;"> <p>PLACED 250' IN ADVANCE OF FLAGGER.</p> </div> </div>
		<ul style="list-style-type: none"> <li>- SIGN #2 ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO THE NEAREST WHOLE NUMBER. DO NOT USE FRACTIONAL OR DECIMAL NUMBERS.</li> </ul>	
		<ul style="list-style-type: none"> <li>- ALTERNATE THE FOLLOWING TWO SIGNS:</li> <li>- STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".</li> <li>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER.</li> </ul>	
		<ul style="list-style-type: none"> <li>- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</li> </ul>	
		<ul style="list-style-type: none"> <li>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</li> <li>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</li> <li>- FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH.</li> <li>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</li> </ul>	
		<ul style="list-style-type: none"> <li>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</li> </ul>	

THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

**MAPS LESS THAN 2 MILES**

FOR AST RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, USE A STATIONARY "LOOSE GRAVEL" SIGN AT THE BEGINNING CONSTRUCTION LIMIT FOLLOWED BY AN "UNMARKED PAVEMENT" SIGN MIDWAY THROUGH AND AN "END ROAD WORK" SIGN AT THE END CONSTRUCTION LIMIT.



**ADVANCE WARNING SIGNS FOR 2-LANE ROADWAY ASPHALT SURFACE TREATMENT**